

## **Maple Leaf and Rustic Neighbourhood Streets Plan**

**Date:** April 10, 2026

**To:** Etobicoke York Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 5 (York South-Weston)

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to conclude the Maple Leaf and Rustic Neighbourhood Streets Plan. The Streets Plan assessed existing conditions, engaged with the public and community organizations, and proposed appropriate changes to neighbourhood streets.

This report is a summary of the study findings and recommends changes for road safety and traffic management in the Maple Leaf and Rustic neighbourhood. Recommendations include a study of the Keele-Lawrence intersection, two new pedestrian crossings including a midblock safety improvement, new and refreshed pavement markings, parking and stopping restrictions, and school crossing guard studies.

Other options for change have been identified by the study; these options include traffic calming measures, new sidewalks and further turn and entry restrictions on local roads. No recommendation regarding these options is made at this time. This report documents the findings of the Maple Leaf and Rustic Streets Plan study to support future case-by-case consideration in consultation with the local Councillor.

A companion report entitled 'Maple Leaf Drive and Falstaff Avenue - Traffic Safety Improvements' seeks approval for proposed changes for which City Council approval is required, including designation of Community Safety Zones and changes on Maple Leaf Drive where the Toronto Transit Commission (TTC) operates a transit route.

A summary of all proposed changes can be found in Table 5.

## RECOMMENDATIONS

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The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Etobicoke and York Community Council direct the General Manager, Transportation Services to initiate a study for the Keele Avenue and Lawrence Avenue West intersection and report back with a recommended action plan to improve safety and traffic flow, with changes that could include: bus stop relocation, signal timing changes, traffic signal infrastructure, modification to intersection layout, restrictions at nearby driveways and intersections.
2. Etobicoke and York Community Council authorize the installation of an all-way compulsory stop control at the intersection of Falstaff Avenue and Lorne Bruce Drive.
3. Etobicoke and York Community Council prohibit parking at all times at the following locations:
  - a. on the east side of Cornelius Parkway, between a point 30 metres south of Maple Leaf Drive (west intersection) and a point 60 metres further north and east;
  - b. on the east side of Culford Road between Falstaff Avenue and Rustic Road;
  - c. on the south side of Grovedale Avenue, between Erie Street and a point 30 metres west;
  - d. on north and east side of Mangrove Road, between Arrowdale Avenue and a point 60 metres east and south.
4. Etobicoke and York Community Council amend the existing stopping prohibition in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Del Ria Drive between Gracefield Avenue and a point 76 metres south, to be in effect on the west and north side between Gracefield Avenue and a point 110 metres south and west;
5. Etobicoke and York Community Council amend the existing stopping prohibition in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the north side of Gracefield Avenue between Del Ria Drive and Bryn Road, to be in effect between a point 30 metres west of Del Ria Drive and a point 30 metres east of Bryn Road.
6. Etobicoke York Community Council prohibit stopping from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the east side of Fleetwood Avenue, between Falstaff Avenue and Beckett Avenue.
7. Etobicoke and York Community Council amend the existing school bus loading zone, in effect from 8:00 a.m. to 5:00 p.m., on the south side of Falstaff Avenue, between a point 155.7 metres west of Mayo Drive and a point 85 metres further west, to be in effect from 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m.

8. Etobicoke and York Community Council authorize parking for a maximum period of 15 minutes, from 9:30 a.m. to 3:00 p.m., Monday to Friday, on the south side of Falstaff Avenue between a point 155.7 metres west of Mayo Drive and a point 85 metres further west.

9. Etobicoke and York Community Council amend the existing stopping restriction, in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the south side of Falstaff Avenue, between a point 45.7 metres west of Mayo Road and 289.8 metres west of Mayo Road, to be in effect between a point 45.7 metres west of Mayo Road and a point 155.7 metres west of Mayo Road.

10. Etobicoke and York Community Council prohibit stopping from 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m., on the south side of Falstaff Avenue, between a point 155.7 metres west of Mayo Road and a point 85 metres further west.

11. Etobicoke and York Community Council amend existing parking prohibition in effect at all times, on the south side of Falstaff Avenue, between Jane Street and Keele Street, to be in effect between Jane Street and a point 240.7 metres west of Mayo Road.

12. Etobicoke and York Community Council prohibit parking at all times on the south side of Falstaff Avenue, between a point 155.7 metres west of Mayo Drive and Keele Street.

13. Etobicoke and York Community Council amend the existing westbound left-turn prohibition, in effect at all times, at Falstaff Avenue and the westerly private driveway at 155 Falstaff Avenue, located on the south side of Falstaff Avenue, approximately 40 metres east of Frankfort Avenue, to be in effect from 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m.

14. Etobicoke and York Community Council amend the existing northbound left-turn prohibition, in effect at all times, at Falstaff Avenue and the westerly private driveway at 155 Falstaff Avenue, located on the south side of Falstaff Avenue, approximately 40 metres east of Frankfort Avenue, to be in effect from 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m.

## **FINANCIAL IMPACT**

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The estimated cost for installation of an all-way stop control is \$5,000 to \$6,000 including intersection modifications (e.g. curb ramps) bundled with planned road work. Funding is available for these capital projects categorized as Health & Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services

The estimated cost for installation of signage for no parking and no stopping at above listed locations is estimated to cost between \$9,600 and \$12,400. Funding of total \$9,600 to \$12,400 for signage costs associated with the proposed amendments is available within the Transportation Services 2026 Operating Budget.

## DECISION HISTORY

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On November 26, 2025 Etobicoke York Community Council authorized parking and traffic amendments around 155 Falstaff Avenue (St. Fidelis Catholic School) including changes to the school bus loading zone and left-turn prohibitions. These traffic regulations were proposed under a Site Plan Application related to the school site.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EY27.13>

On September 17, 2025 Etobicoke York Community Council authorized traffic calming to be installed on Grovedale Avenue, between Erie Street and Blue Springs Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EY25.25>

On February 5, 2020 Etobicoke York Community Council requested a study of the area bounded by Falstaff Avenue and Floral Parkway to the north, Connie Street and Treelawn Parkway to the east, Lawrence Avenue West to the south and Jane Street to the west, including the intersection of Keele Street and Lawrence Avenue West to address traffic infiltration, vehicular volume and speed as well as pedestrian and cyclist safety, with consideration to also include the future relocation of St. Fidelis Catholic Elementary School.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.EY13.23>

## COMMENTS

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In 2020, the local Councillor requested a traffic study for the Maple Leaf and Rustic neighbourhood.

The Maple Leaf and Rustic Neighbourhood Streets Plan was the last project initiated before the establishment of the nomination system for the Neighbourhood Streets Plan program in 2023. More information about the program for Neighbourhood Streets Plans is available on the program webpage at [toronto.ca/nsp](https://toronto.ca/nsp).

## Existing Conditions

### Street Network Characteristics

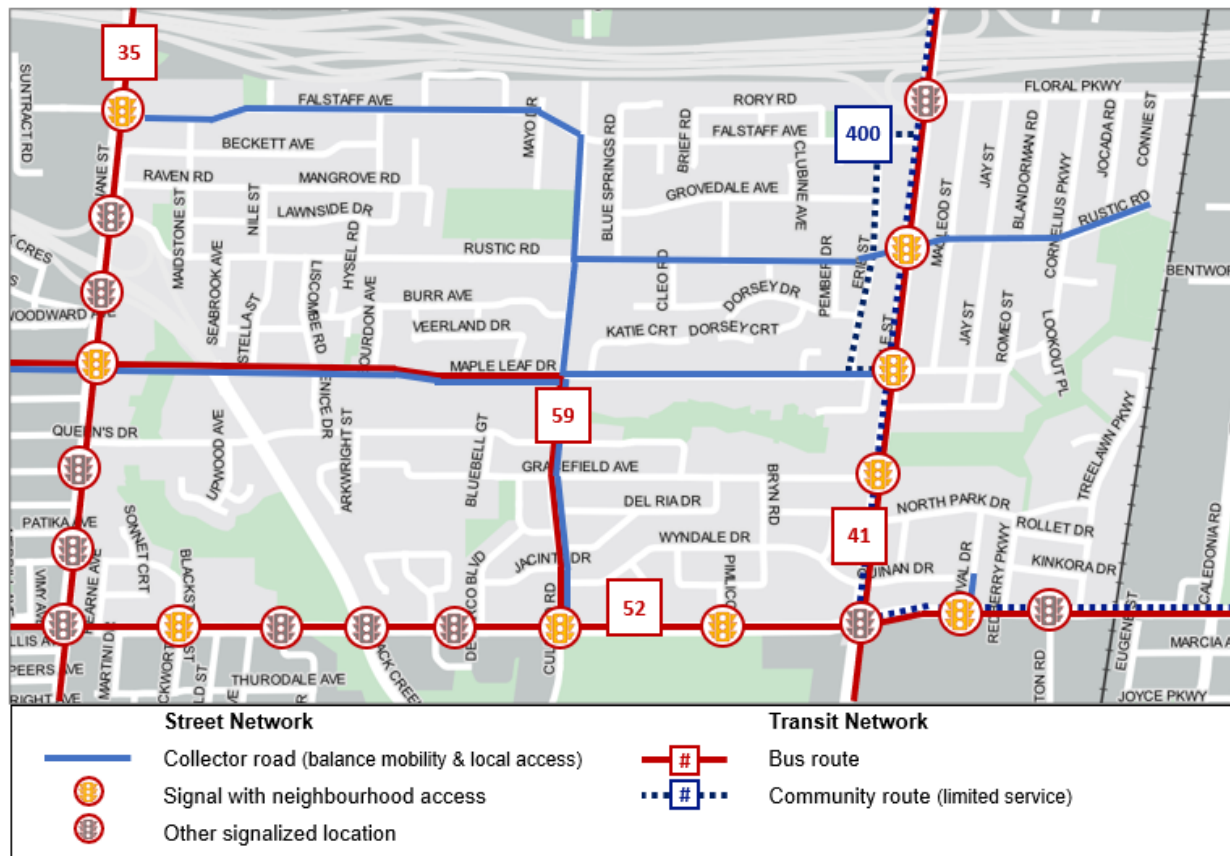
The Maple Leaf and Rustic Neighbourhood is bounded by Highway 401 to the north, Jane Street to the west, Lawrence Avenue West to the south, and the rail corridor east of Keele Street to the east. Figure 1 is a map of the project area with key street network characteristics.

Five signalized intersections provide key access points to the neighbourhood collector road network. Culford Road is the only north-south route that spans the neighbourhood. Falstaff Avenue, Maple Leaf Drive and Rustic Road are the main east-west streets that connect Jane Street and Keele Street.

There is regular, express and nighttime TTC bus service on the major arterial roads: Jane Street, Keele Street and Lawrence Avenue West. On Culford Road and Maple

Leaf Drive, there is a regular bus route (no express or nighttime service.). There is also a community route (occasional service) serving seniors' residences close to Keele Street.

Figure 1 Map of Project Area



There are seven schools and five seniors' residences. Most of the land area is low-density residential housing. Higher density housing and mixed uses exist closer to and along Jane Street, Keele Street and Lawrence Avenue West. Local destinations include several parks, community centres, a library and retail on Jane Street, Lawrence Avenue West and Rustic Road near Culford Road.

Most streets are 8.5 metres wide with frequent driveways connected to low-rise homes; Culford Road is wider south of Gracefield Drive and Maple Leaf Drive is wider east of Stella Road. There are no existing bikeways. Most streets have sidewalks on one or both sides. However, several streets do not meet the City target of having a sidewalk on at least one side of all local roads and on both sides of collector and arterial roads, including Falstaff Avenue west of Culford Road where St. Fidelis School has been relocated.

### Road Safety (10 Year Collision History)

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions. The collision history in the neighbourhood from the last 10 years was reviewed covering the period from January 1, 2014 to December 31, 2023. Emphasis is placed on collisions where a person dies or is seriously injured and on

vulnerable road users such as pedestrians, cyclists, older adults and school children. More recent collisions which occurred in 2024 and 2025 after the initiation of the study were also reviewed. Attachment 1 is a list of the 10-year Killed and Serious Collision History including up to December 5, 2025.

There have been 29 collisions that resulted in death or serious injury over 10 years:

- Eleven involved a pedestrian (two fatalities) and two involved a person cycling
- Five of the pedestrians involved were an older adult, 65 years or older (one fatality)

The two fatalities resulted from:

- A driver going eastbound on Lawrence Avenue West striking a pedestrian in the right-turn channel at Keele Street in November 2019
- A driver going eastbound on Lawrence Avenue West striking a pedestrian crossing at Jane Street in November 2015

The last 5 collisions involving vulnerable road users occurred within the last few years while the project study was underway:

- May 24, 2024, 24-year-old pedestrian struck by a person driving at Keele Street and Gracefield Avenue
- December 9, 2023, 78-year-old pedestrian struck by a person driving at Rustic Road near Culford Road
- October 11, 2023, 76-year-old pedestrian struck by a person driving at Jane Street and Maple Leaf Drive
- September 30, 2023, 73-year-old pedestrian struck by a person driving at Lawrence Avenue and Culford Road
- July 26, 2023, 51-year-old person cycling struck by a person driving at Queens Drive and Arkwright Street

## **Traffic Volume, Speed and Travel Patterns**

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. New traffic data was collected in 2023, 2024 and 2025; data previously collected from 2019 to 2022 was also used. Traffic studies are available for public viewing on the [City's Open Data](#) portal.

Household travel patterns were also analysed from the 2016 and 2022 Transportation for Tomorrow Survey for all trip starting or ending in the neighbourhood:

- 74% of trips are made by car: 49% as a driver, 25% as a passenger;
- 17% of trips are made by transit, which start with walking to a bus stop;
- 9% of trips are made by walking;
- 46% of trips under 1 km are walked; 66% trips between 1 and 2 km are made by car;
- Car ownership decreased, but trips made by car increased from 2016 to 2022.

Refer to the Traffic Management on Neighbourhood Streets section for more details about the motor vehicle volume and speeds on streets in the neighbourhood.

# Neighbourhood Streets Plan Components

## Public Consultation

Consultation was a key element of the project approach. The two objectives of public consultation were: 1) to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge and 2) to determine the extent to which the community would support the proposed changes.

A variety of methods were used to notify residents and community organizations of the project and opportunities to participate in consultation activities, including:

- Project webpage [toronto.ca/mapleleafrusticstreet](http://toronto.ca/mapleleafrusticstreet) (1,000+ unique visits)
- Notices delivered through Canada Post (10,865 addresses in the project area)
- Email to interest groups including resident associations, community groups, organizations, institutions and elected officials (37 contacts)
- Email to project subscribers (234 contacts)
- Postcards (300+) hand-delivered to schools, seniors' residences, community centres and public library (16 locations)
- Fifty project notification signs posted throughout the study area

A series of consultation activities informed the Streets Plan. Table 1 is a summary of activities for each phase of engagement. There were three consultation phases.

Table 1 Summary of Community Consultation

Phase	Activity	Date	Participation
Phase 1	Interest Group Meeting	November 2, 2023	5 participants (30 invited)
Phase 1	Pop-Up Event at Falstaff Community Centre	November 29, 2023	15 comments received from 20 participants
Phase 1	Online Survey and Interactive Map	November 20 – December 18, 2023	173 comments received from 63 participants
Phase 1	Public Consultation Event	December 4, 2023	54 participants
Phase 1	Email/Phone	February 6, 2023 – January 3, 2024	31 comments received from 13 individuals
Phase 2	Online Survey	September 24 – October 21, 2024	308 responses
Phase 2	Pop-up Event	October 1, 2024	15 participants, 7 comments

<b>Phase</b>	<b>Activity</b>	<b>Date</b>	<b>Participation</b>
Phase 2	Community Interest Group Meeting and follow up individual meetings with school Principals	October 3,9, and 16, 2024	5 participants (36 invited)
Phase 2	Drop-In Public Event	October 8, 2024	250 participants
Phase 2	Email/Phone	September 24 – October 21, 2024	43 comments received from 36 participants
Phase 3	Local Advisory Committee Meeting #1	January 29, 2025	10 participants (3 absent)
Phase 3	Local Advisory Committee Meeting #2	March 24, 2025	11 participants (2 absent)
Phase 3	Interest Group meetings	September 18, 2025 – December 1, 2025	2 participants
Phase 3	Local Advisory Committee Meeting #3	September 23, 2025	11 participants, including 3 invited guests from Toronto District Catholic School Board
Phase 3	Drop-In Public Event	December 2, 2025	84 participants
Phase 3	Online Survey	November 18- December 16, 2025	80 responses
Phase 3	Email/Phone	November 18- December 16, 2025	14 comments received from 14 participants

### *Phase 2 Consultation Feedback*

During Phase 2 of consultation, participants were divided over their support for most proposed changes. Many residents said there were too many changes proposed. Feedback was divided for speed management measures, road safety improvements, construction of new sidewalks and parking management. Feedback was generally unsupportive for bikeways and volume management measures, particularly directional changes to local streets.

Respondents were asked, "In general, do you support changes to improve road safety in the project area?". There were 333 responses to this question, with 45% either 'supportive' or 'very supportive', 44% either 'unsupportive' or 'very unsupportive' and 12% neutral.

Participants who supported the proposed changes in Phase 2 noted they thought these changes would address high speeds, increase safety for pedestrians and cyclists, discouraging aggressive driving behaviour, and reduce congestion from parked cars during school pick-up and drop-off hours. Some participants shared concerns about the effectiveness and cost of the proposed changes and noted inconvenience to local residents such as increased travel time, less access to on-street parking, loss of road space, and property impacts as concerns. Some participants expressed a preference for police enforcement.

### *Phase 3 Consultation Feedback*

In early 2025, a Local Advisory Committee was formed at the special request of the local Councillor citing divided support for the proposed changes in Phase 2. Standard consultation for Neighbourhood Streets Plans involves 2 phases of consultation: a first phase to identify issues, and a second phase to gather feedback on proposed changes. A third phase of consultation conducted was designed to respond to concerns about widespread misunderstandings of the decision-making process and lessons learned have been used to update the standard practices and templates for community notices.

The mandate of the Local Advisory Committee as a non-political advisory body was to provide constructive feedback to the City project team and provide insights into local residents' perspective. It included 12 resident members nominated by the local Councillor. The committee met three times in 2025. Meeting 1 was an introductory meeting, and members emphasized a desire for congestion management, especially at the Keele-Lawrence intersection. Meeting 2 was a workshop focused on non-local traffic and options to manage volumes on neighbourhood streets. Meeting 3 was an update to members about how the Streets Plan was updated to reflect their input.

During Phase 3 of consultation, staff provided an update to the broader community about the revised proposals that were informed by the Local Advisory Committee

Participant feedback was generally supportive of the revised plan and proposed changes. Proposals that received the most support were the all-way stop at Falstaff Avenue and Lorne Bruce Drive and the pedestrian crossover on Maple Leaf Drive. Many respondents were in favour of the removal of previously proposed changes from the plan, especially related to speed humps and directional changes.

A comprehensive summary of feedback received in Phase 1, Phase 2, and Phase 3 of public consultation can be found on the project webpage at [toronto.ca/mapleleafrusticstreets](https://toronto.ca/mapleleafrusticstreets).

The feedback gathered through community consultation, along with technical considerations and City policies and guidelines, have informed staff recommendations.

## **Proposed Changes**

## Road Safety

Public feedback indicated a community desire to improve pedestrian safety, especially around schools for children. Some people said they would prefer to walk but feel unsafe doing so and that high motor vehicle volumes and speeds make walking feel uncomfortable. Some people also desired more space to walk. Requests were made for new sidewalks and crossings, more walk time at signals, turn restrictions, traffic calming, raised crosswalks, lighting, wider sidewalks or more separation from motor vehicle traffic such as with bike or bus lanes.

## Pedestrian crossings

New pedestrian crossings are proposed at two locations:

- Maple Leaf Drive at mid-block TTC bus stop (pedestrian crossover)
- Falstaff Avenue and Lorne Bruce Drive (all-way stop)

These two locations were identified based on-site visits, data analysis and feedback collected from residents.

### *Pedestrian Crossover on Maple Leaf Drive at mid-block TTC bus stop*

The plan proposes a pedestrian crossover together with midblock safety improvements at a point approximately 260m east of Jane Street (30m east of the driveway of 290-300 Queens Drive) to improve safety for all road users. The pedestrian crossover will help pedestrians cross by requiring drivers to stop. A midblock safety improvement can help encourage drivers to slow down in general. These changes require a slight relocation of the TTC bus stop approximately 30m east to provide clear sight lines.

A protected pedestrian crossing at this location is warranted based on a context assessment: a pedestrian crossover is recommended based on city guidelines. While the numerical justification for Pedestrian Volume and Delay is not met, additional consideration was given to the distance to the nearest controlled crossing opportunity:

- The bus stop near the driveway of 290-300 Queens Drive is a pedestrian desire line. The TTC stop is located 260m and 350m away from the nearest protected crossings, which are also the locations of the nearest TTC bus stops for the same route. It is also located near a senior's residence.
- Over an 8-hour period, 64 pedestrians crossed and 15 pedestrians were delayed more than 10 seconds. The values for Pedestrian Volumes and Delay required to be justified is 192 pedestrians crossing and with at least 54 pedestrians delayed more than 10 seconds.
- Over the last 10-years, two pedestrians were involved in collisions near this location.
- Between Jane Street and Stella Street, this section of Maple Leaf Drive is the busiest street within the neighbourhood. There are 6,950 vehicles per day traveling 54 km/h at the 85th percentile. The road widens from Stella Street (8.5m wide) to the bus stop (10.5m) to Jane Street (over 15m) and westbound motor vehicle operating speeds become faster closer to Jane Street.

### *All-way Stop at Falstaff Avenue and Lorne Bruce Drive*

The plan proposes an all-way stop at this intersection to improve pedestrian safety and to improve operations during peak school drop-off and pick-up periods.

The numerical justification for an all-way stop control (AWSC) was not met at this location; the recommendation for an AWSC is based on professional judgement of contextual information considered through the planning study.

- The presence of vulnerable road users associated with the school at the location (St. Fidelis Catholic School) which will also house a daycare and afterschool childcare once site construction is complete
- During peak periods, Lorne Bruce Drive is a pedestrian desire line for school-aged children and their adult caregivers escorting them to school. Pedestrian activity is expected to grow when construction at the St Fidelis school site is complete. The east driveway is located as the south leg of this intersection.
- The contribution to trail network connectivity; this control will provide a route with protected pedestrian crossings that connect to a pathway to Maple Leaf Park, which serves as an alternate route to community destinations within and beyond Maple Leaf Park, including Maple Leaf Public School.

During a site visit, staff observed 23 students and 17 adults during the peak afternoon 30-minute period and limited gaps in traffic. Traffic studies show a volume of 3,910 vehicles per day and speeds of 51 km/h in the 85th percentile. Pedestrian and vehicle traffic are expected to increase when the school construction is complete.

## **Safety Zones**

The plan proposes one location to be newly designated as a safety zone: Falstaff Avenue between Fleetwood Avenue and Culford Road. Another location on Maple Leaf Drive between Jane Street and Stella Street was investigated by the study but not recommended due to changes in provincial policy. Both locations were investigated based on feedback collected from residents, site visits, and data analysis.

There are two types of safety zones in the neighbourhood: School Safety Zones and Community Safety Zones. Fronting streets for all schools in the neighbourhood are already designated as both a School Safety Zone and Community Safety Zone.

### *Falstaff Avenue School Safety Zone and Community Safety Zone*

In September 2025, St. Fidelis Catholic School opened its new location at 155 Falstaff Avenue. A School Safety Zone is proposed along Falstaff Avenue between Fleetwood Avenue and Culford Road. It is also proposed to be a designated Community Safety Zone for city-wide consistency.

### *Maple Leaf Drive Community Safety Zone (Between Jane Street and Stella Street)*

In November 2023, City Council approved expanded criteria for establishing Community Safety Zones outside of school zones with the goal of enabling future automated speed enforcement. Maple Leaf Drive between Jane Street and Stella Street meets the site selection criteria due to its proximity to a senior's residence. However, the warrant for Community Safety Zone outside a school zone is not met as automated speed enforcement is not longer feasible. As of November 14, 2025, the Government of

Ontario has officially prohibited the use of automated speed enforcement province-wide with the passage of Bill 56.

This proposed safety zone is recommended via the companion report "Maple Leaf Drive and Falstaff Avenue- Traffic Safety Improvements" as these changes require City Council approval.

### **Missing Sidewalks**

The plan proposes new sidewalks on the north side of Falstaff Avenue between Springview Avenue and Culford Road to be constructed with planned roadwork. The City's Missing Sidewalk Installation Policy requires that sidewalks are built on both sides of collector and arterial roads, and on one or both sides of local roads.

Sidewalks provide a space for pedestrians to safely walk; separate space reduce the risk of injury, especially when motor vehicle speeds are high. Without a sidewalk, pedestrians must walk in the road. Pedestrians who are struck by a motor vehicle at 50km/h have an 85% chance of death. Therefore, the provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero Road Safety Plan.

New sidewalks are delivered via the missing sidewalk program in one of three ways:

- Bundled with state-of-good repair projects
- Undertaken as stand-alone sidewalk delivery; or
- As a condition of development or redevelopment.

#### *Sidewalk on Falstaff Avenue in front of St. Fidelis School*

To improve pedestrian safety at the relocated St. Fidelis School site, new sidewalks on the north side of Falstaff Avenue between Springview Avenue and Culford Road are planned, subject to feasibility review and engagement with the Councillor and adjacent property. The proposed new sidewalks would narrow the roadway, which would provide the added benefit of encouraging slower motor vehicle speeds.

Falstaff Avenue has the highest motor vehicle volumes (3,920 vehicles per day) among these three collector road locations where sidewalks are missing:

- Falstaff Avenue, no sidewalk on northside, Springview Avenue to Culford Road
- Rustic Road, no sidewalk on south side, east of Cornelius Parkway
- Duval Drive, no sidewalk on both sides, south of Quinan Drive

Falstaff Avenue has speeds measured at 51 km/h in front of St. Fidelis Catholic School (85th percentile speed). School children frequently walk from Fleetwood Avenue, Frankfort Street and Lorne Bruce Drive during school drop-off and pick-up periods. Construction of the St. Fidelis site is on-going. When complete, it is expected to create more pedestrian activity from on-site daycare, an afterschool program and a new pathway that connects to Maple Leaf Park.

## School Crossing Guards

Table 2 shows locations where requests for school crossing guards were submitted to the School Crossing Guard Program; studies will be conducted to assess their eligibility. These locations were identified based on public feedback, site visits, input from school representatives and the local Councillor.

Table 2 also shows the locations with crossing guards. Note that crossing guards may not be placed in a location without an existing controlled crossing and crosswalk pavement markings.

Table 2 School Crossing Guard Locations - Existing and Requested Locations

New location requests to be studied	Existing locations
Gracefield Avenue and Bryn Road Gracefield Avenue and Del Ria Drive Falstaff Avenue at Frankfort Avenue* Falstaff Avenue at Lorne Bruce Drive Falstaff Avenue at Culford Road*	Culford Road and Rustic Road Lawrence Avenue West and Blackstone Street Lawrence Avenue West and Culford Road Lawrence Avenue West and Keele Street
*Crossing guard previously assigned to intersection near former St. Fidelis School was reassigned to this location on temporary basis while study underway	

Temporary crossing guards are located at the intersections of Falstaff Avenue with Frankfort Avenue and Culford Road for the 2025-2026 school year while studies are underway. The crossing guard study will confirm if the temporarily placement can be made permanent.

## Pavement Markings

Pavement markings are proposed in several locations to improve visibility of pedestrians and raise driver awareness of upcoming stops or nearby schools.

Table 3 shows the proposed locations for pavement markings, including both new installations and existing pavement marking locations to be refreshed. Most locations proposed are for crosswalks or stop bars. Locations were selected based on mitigating the highest safety risks such pedestrian crossings as at busier streets with higher volumes and speed and near schools.

Table 3 Location of pavement markings

Location	Cross Street	Pavement Marking
Culford Road	Falstaff Avenue* Rustic Road* Burr Avenue Maple Leaf Drive* Queens Drive* Valencia Crescent Jacinta Drive	Zebra crosswalk Zebra crosswalk Crosswalk Zebra crosswalk Zebra crosswalk Crosswalk Zebra crosswalk

<b>Location</b>	<b>Cross Street</b>	<b>Pavement Marking</b>
Keele Street	Falstaff Avenue* Maple Leaf Drive* North Park Drive Wyndale Drive / Quinan Drive	Zebra crosswalk Left-turn path guidance markings Crosswalks Zebra crosswalk
Falstaff Avenue	Maidstone Street Springview Avenue Montana Avenue Fleetwood Avenue Frankfort Avenue Lorne Bruce Drive Mayo Drive Winsome Avenue Erie Street	Zebra crosswalk Crosswalk, stop bar Crosswalk, stop bar Zebra crosswalk, stop bar and tail Zebra crosswalk Zebra crosswalk, stop bar and tail Zebra crosswalk Crosswalks Zebra crosswalk
Gracefield Avenue	Arkwright Street Bluebell Gate Culford Road	Zebra crosswalk Zebra crosswalk Zebra crosswalk
Maple Leaf Drive	Venice Drive MacLeod Street Jay Street Cornelius Parkway	Zebra crosswalk Crosswalk Crosswalk Zebra crosswalk
Rustic Road	Blue Springs Road MacLeod Street Cornelius Parkway	Zebra crosswalk Crosswalks Zebra crosswalk
Veerland Drive	90m north of Maple Leaf Drive	Centreline around corner
Queens Drive	Venice Drive Arkwright Street	Zebra crosswalk Zebra crosswalk
Lawrence Avenue West	Redberry Parkway	Crosswalk
*Note that intersections of Culford Road and Keele Street are listed only once. These locations are not relisted in the table under "Location" for the cross street.		

## **Traffic Management on Neighbourhood Streets**

During community consultation, concerns were raised about excessive motor vehicle volume and high speeds on many neighbourhood streets. Many residents expressed their belief that the primary cause of excessive volume and speeds to be non-local traffic. Streets mentioned include, but are not limited to: Falstaff Avenue, Rustic Road, Maple Leaf Drive, Culford Road, Stella Street, Queens Drive, North Park Drive, and Quinan Drive.

## Volume Management

Traffic volume data was reviewed and compared against the road classification system which describes an expected range of traffic volumes for each road class.

Motor vehicle volume on all streets classified as collector roads are within the expected maximum of 8,000 vehicles per day (vpd). The collector roads volumes are:

- Culford Road: 3,560 to 3,710 vpd
- Falstaff Avenue, west of Culford Road: 3,910 to 6,530 vpd
- Maple Leaf Drive: 4,080 to 7,040 vpd
- Rustic Road, east of Culford Road: 3,450 vpd

Falstaff Avenue, east of Culford Road is the only street classified as a local road where motor vehicle volume is higher than the expected maximum of 2,500 vehicles per day.

Other local roads with high volumes, but within the expected maximum, are:

- North Park Drive: 2,450 vpd
- Eerie Street: 2,130 vpd
- Rustic Road, west of Culford Road: 2,020 vpd

Some streets showed directional patterns during peak periods that may suggest through travel patterns. Example peak hour volumes include:

- Falstaff Avenue (PM): 430 eastbound and 220 westbound
- Maple Leaf Drive (AM): 510 eastbound and 130 westbound,
- Queens Drive (AM): 290 vehicles eastbound and 120 westbound
- North Park Drive (PM): 60 vehicles eastbound and 200 westbound

It is difficult to distinguish local traffic versus non-local traffic from directional patterns since some directional patterns are expected due to residents also leaving during morning peak periods and returning during evening peak periods. A license plate survey was conducted in June 2023. It found that on average 5% or less of all vehicles entering the neighbourhood at key intersections left within 15 minutes. This percentage suggests that the non-local traffic is not a dominant portion of area traffic on a typical day.

Maple Leaf Drive has the highest percentage of through travel; up to 10% of evening peak hour traffic left the neighbourhood within 15 minutes of entering at this street.

The study investigated options to discourage non-local trips, such as one-way streets or turn restrictions and directional closures on local roads. During Phase 2 Consultation, residents expressed very low support for proposed directional changes or any change that would also result in changes to resident access including on local roads. The Phase 2 survey showed that, 64% of survey respondents said they are very unsupportive or unsupportive of the proposed changes to reduce motor vehicle volumes.

All previously proposed changes that would restrict access to the neighbourhood have been removed from the plan.

### *Keele-Lawrence Intersection Study*

A primary concern from public feedback is motor vehicle traffic on major streets, and the concern it may motivate non-local traffic to use neighbouring streets. Residents said

that congestion management on major corridors is their preferred way to discourage non-local traffic. Delay at the intersection of Keele-Lawrence was especially identified as an area of concern by the local Councillor, Local Advisory Committee and public consultation feedback.

A separate detailed study of the Keele-Lawrence intersection has been initiated to investigate options to reduce delay and improve safety. The study will investigate ideas and opportunities raised by the local Councillor and community including but not limited to: signal timing changes; bus stop relocations; changes to intersection layout; and restrictions at upstream and downstream intersections and driveways.

## **Speed Management**

The posted limit is 30km/h on most neighbourhood streets, including all roads designated as a local road. On collector roads, the posted speed limit is as follows:

- 40km/h on Culford Road
- 40km/h on Falstaff Avenue, west of Culford Road
- 40km/h on Maple Leaf Drive, west of Culford Road
- 30km/h on Maple Leaf Drive, east of Culford Road (existing speed humps)
- 30km/h on Rustic Road, east of Culford Road (existing speed humps)

Traffic calming is one approach to lower speeds and improve safety for all road users, especially pedestrians. Pedestrians who are struck by a motor vehicle at 50km/h have a 15% survival rate; in contrast, pedestrian struck at 30km/h have a 90% survival rate.

Speed data was reviewed and assessed based on the Traffic Calming Policy in all locations where speeding complaints were received. The policy defines speeding as 85th percentile speed is more than 8km/h over the speed limit, or 95th percentile speed is more than 15km/h over the speed limit.

The assessment found that:

- Six (6) streets have observed speeds 50km/h or greater: Culford Road, Erie Street, Falstaff Avenue, Maple Leaf Drive, North Park Drive, and Quinan Drive.
- Twenty-two (22) streets were observed to have speeding as defined by policy and are warranted for traffic calming (see Attachment 3).

The local Councillor intends for each location to be considered independently, and advanced on a case-by-case basis. Traffic calming on one of the streets identified was advanced in September 2025, in advance of study conclusion ([2025.EY25.25](#)). Refer to the Options for Future Consideration section of this report for more information about how traffic calming can be pursued on qualifying streets on a case-by-case basis.

Other speed management measures were considered where traffic calming was found to be infeasible. On Maple Leaf Drive between Jane Street and Stella Street, in-road speed signs are proposed to reinforce the speed limit of 40km/h.

## Curbside Management and Parking

Restrictions to parking and stopping can improve visibility and help road users avoid safety conflicts. Restrictions at driveways can reduce the potential for collisions of turning vehicles. Regulatory signage and changes to the traffic by-law are required for the restrictions to be in effect and enforceable.

Site visits and feedback collected from residents identified locations where parking, stopping and driveway restrictions can be introduced or modified to improve safety conditions. Table 4 lists the locations for curbside management and driveway restrictions.

The City has been notified that school bell times at St. Fidelis Catholic School will shift in the 2026-27 school year. Time limits for the parking changes below associated with that school have been updated to suit the expected 2026-27

Table 4 Curbside management and driveway turn restrictions

Street	Extents	Restriction
Cornelius Parkway	Between points 30 metres on either side of the North Park trail entrance, east side (approximately 30m south of Maple Leaf Drive and 60 m further north and east)	No parking, east side, at all times
Culford Road	Between Falstaff Avenue and Rustic Road	No parking, east side, at all times
Del Ria Drive	Between Gracefield Drive and a point approximately 110m south and west.	No stopping, west and north side, 8am to 6pm, Monday to Friday
Gracefield Avenue	Between a point 30m west of Del Ria Drive and a point 30m east of Bryn Road (including the intersections)	No stopping, north side, 8am to 4pm, Monday to Friday
Grovedale Avenue	Between Erie Street and 30m west of Erie Street	No parking, south side, at all times
Falstaff Avenue	Existing school bus loading zone located at front entrance of St. Fidelis Catholic School at 155 Falstaff Avenue  (Between a point 155.7 metres west of Mayo Drive to a point 85 metres further west)	School bus loading zone (no stopping school bus excepted), south side, 8:30am to 9:30am and 3:00pm to 4:00pm, Monday to Friday

<b>Street</b>	<b>Extents</b>	<b>Restriction</b>
Falstaff Avenue	(Same location of school bus loading zone listed above)	Maximum 15-minute parking, 9:30am to 3:00pm, Monday to Friday
Falstaff Avenue	Driveway of 155 Falstaff Avenue (west parking lot driveway of St. Fidelis Catholic School)	Prohibit westbound and northbound left turns, 8:30am to 9:30am and 3:00pm and 4:00pm, Monday to Friday
Fleetwood Avenue	Between Falstaff Avenue and Beckett Avenue	No parking, east side, 8am to 6pm, Monday to Friday
Mangrove Road	Between points approximately 30 metres on either side of the Maple Leaf Park Trail entrance (approximately at Arrowdale Avenue and a point 60m east and south)	No parking, north and east side, at all times

**Other Options for Future Consideration**

**Related Studies and Projects**

*Keele-Lawrence Intersection Study*

A study is underway to investigate options to improve operation and safety at this intersection. Potential options that will be considered include changes to:

- traffic signals,
- intersection layout and configuration,
- bus stop relocation, and
- restrictions at nearby intersections and driveways.

The study began in Fall 2025 and is anticipated to conclude in 2026.

*Culford Road Safety Improvement Project (with future road reconstruction)*

Future road reconstruction will be the next available opportunity on Culford Road to improve safety through changes to street design that are only possible with road work, such are changes to the curb. Design priorities identified by the Streets Plan study that can be reconsidered as part of future road redesign project include:

- Pedestrian safety and visibility at pedestrian crossing locations
- School zone safety and circulation around pick-up and drop-off areas for Maple Leaf Public School
- Design that encourages safe motor vehicle operating speed
- Traffic regulations, such as turn restrictions

The project will also investigate options to improve safety for vulnerable road users such as pedestrians, cyclists, school-aged children, and older adults, and improve access to bus stops and designated waiting spaces. The anticipated project area will include Culford Road, between Lawrence Avenue West and Falstaff Avenue. Further community consultation will occur as part of the design work.

### **Sidewalks**

Public feedback raised concerns about pedestrian safety, especially school children exposed to shared traffic, due to no sidewalk on Del Ria Drive near St. Frances Xavier School. Residents of Del Ria Drive also raised concerns about property impacts of pedestrians walking in front yards instead of in the roadway.

On Del Ria Drive, sidewalks are proposed as an option for future consideration in the near-term, subject to consultation led by the local Councillor. Road resurfacing is planned on this road within the next 5 years; installation of sidewalks as part of the upcoming road work is an opportunity to reduce cost and disruption of making the safety improvement.

Over the long-term, sidewalks are proposed to be installed on a least one side of the road where there is no existing sidewalk when a road is reconstructed, in accordance with the Missing Sidewalk Installation Policy adopted by City Council in 2002.

### **Traffic Calming (Speed Humps or Speed Cushions)**

Community members raised concerns about high speeds on many streets across the neighbourhood.

The Street Plan study found that:

- Twenty-two streets were observed to have speeding (see Attachment 3) and that these streets are warranted for traffic calming according to the Traffic Calming Policy.
- The policy defines traffic calming as either speed humps or speed cushions
- Speed humps are a cost-effective option to reduce speeds
- Speed humps may also discourage non-local traffic
- There is a mixed level of community support for speed humps and level of support varies by street.

Traffic calming locations are proposed as an option for future consideration. It has been agreed that these will be advanced on a case-by-case basis, subject to further consultation led by the local Councillor. Staff are prepared to support any future motions from the local Councillor to Etobicoke York Community Council with respect to traffic calming on the qualifying streets listed in Attachment 3.

No speed limit changes are recommended at this time. Any consideration to lower the speed limit should be accompanied by traffic calming or another road design change that will induce a lower speed.

## **Intersection Safety Improvements**

### *Keele Street and Wyndale Drive-Quinan Drive*

Public comments raised concerns about intersection safety at this intersection, in particular for pedestrians crossing the side streets and left-turn movements. Some residents noted that Quinan Drive was to by-pass the Keele-Lawrence intersection.

At this intersection, the Street Plan study found:

- Site visit observations, collision history, turning movement volumes confirmed there is potential for pedestrian-vehicle conflicts that pose a safety risk
- There is low demand for left-turn movements compared to other movements

The study previously proposed left-turn and east-west through restrictions at the Quinan Drive intersection and a one-way loop on Quinan Drive, Duval Drive, North Park Drive and Sparta Road to mitigate non-local traffic. Restricting some vehicle movements to reduce conflicts with pedestrians, and design changes to the intersection geometry could allow for a longer left-turn lane at Lawrence Avenue West. However, survey respondents in Phase 2 of the study as well as input from the Local Advisory Committee indicated a lack of support for proposed restrictions and one-way streets.

The plan does not include restrictions at this intersection or one-way streets. However, the plan does include zebra crosswalks on the side streets. It is proposed that these restrictions remain an option for further consideration as part of the Keele-Lawrence Intersection Study. The intersection study will investigate restrictions at nearby driveways and intersections, including this location.

### *Queens Drive and Arkwright Street*

Queens Drive is an important east-west connector between Jane Street and Culford Road, and the intersection of Queens Drive and Arkwright Street is a key access route for the Amesbury Middle School. The study investigated potential improvements for pedestrian safety, as well as options to manage east-west infiltration. Requests for a crossing guard was also received for this location.

The study proposed a one-way loop to limit through travel on Queens Drive, and curb extensions to shorten the pedestrian crossing distance. Survey respondents in Phase 2 of the study as well as input from the Local Advisory Committee indicated a lack of support for these proposed changes. The changes are not proposed at this time. This location is not eligible for a crossing guard as the school crossing guard program is not available for middle school and high school students.

It is proposed that potential safety improvements are reconsidered in the future when Queens Drive and Arkwright Street is subject to reconstruction.

## **Active Transportation**

The plan proposes a basic minimum cycling network comprised of one east-west and one north-south route. In 2024, City Council adopted the Cycling Network 2025-2027 Implementation Program which identified multiple routes for study in the neighbourhood subject to findings of this Street Plan.

The Street Plan study found that:

- A network is required to fulfill the mandate of the Cycling Network Plan to grow and connect gaps in Toronto's existing network
- There is low community support for each candidate route, and for the notion of having multiple routes
- One route in each direction is enough to create a minimum network
- Queens Drive is the most suitable east-west option as it connects to other planned routes beyond the neighbourhood; bike sharrows are a near-term option with no impacts to existing conditions
- Culford Road is the most suitable north-south option as the only north-south street that fully spans across the neighbourhood; options for street design can be investigated when Culford Road is next due for reconstruction
- Both Queens Drive and Culford Road connect to local schools, parks and retail

It is proposed that Queens Drive and Culford Road form a minimum cycling network in the neighbourhood in the future, subject to further consultation with the community about design options and impact mitigation strategies.

## Proposed Changes, Implementation, and Monitoring

### Summary of Proposed Changes

Table 5 summarizes all changes that are proposed in the short-term as part of the Maple Leaf and Rustic Neighbourhood Streets Plan. Short-term means changes could be implemented within 6 months to 24 months of a City Council decision. Attachment 2 illustrates the proposed changes in a map.

Table 5 Proposed Changes in the Short-Term

Category	Proposed Change	Location
Road Safety	Protected pedestrian crossing (Pedestrian crossover)	Maple Leaf Drive at mid-block TTC bus stop, between Jane Street and Stella Street
Road Safety	School Safety Zone and Community Safety Zone	Falstaff Avenue between Fleetwood Avenue and Culford Road (St. Fidelis Catholic School)
Road Safety	Protected pedestrian crossing (All-way stop)	Falstaff Avenue and Lorne Bruce Drive
Road Safety	Sidewalk	Falstaff Avenue between Springview Avenue and Culford Road
Road Safety	School crossing guard study <sup>1</sup>	Falstaff Avenue and Frankfort Avenue
Road Safety	School crossing guard study <sup>1</sup>	Falstaff Avenue and Lorne Bruce Drive

<b>Category</b>	<b>Proposed Change</b>	<b>Location</b>
Road Safety	School crossing guard study <sup>1</sup>	Falstaff Avenue and Culford Road
Road Safety	School crossing guard study <sup>1</sup>	Gracefield Avenue and Del Ria Drive
Road Safety	School crossing guard study <sup>1</sup>	Gracefield Avenue and Bryn Road
Road Safety	School crossing guard study <sup>1</sup>	Lawrence Avenue West and Pimlico Road
Road Safety	New or enhanced pavement markings <sup>2</sup>	Culford Road at Falstaff Avenue, at Rustic Road, at Burr Avenue, at Maple Leaf Drive, at Queens Drive, at Gracefield Avenue, at Valencia Crescent, and at Jacinta Drive
Road Safety	New or enhanced pavement markings <sup>2</sup>	Gracefield Avenue at Arkwright Street, and at Bluebell Gate
Road Safety	New or enhanced pavement markings <sup>2</sup>	Falstaff Avenue at Maidstone Street, at Springview Avenue, at Fleetwood Avenue, at Frankfort Avenue, at Lorne Bruce Drive, at Mayo Drive, at Winsome Road
Road Safety	New or enhanced pavement markings <sup>2</sup>	Keele Street at Falstaff Avenue, and at Maple Leaf Drive
Road Safety	New or enhanced pavement markings <sup>2</sup>	Maple Leaf Drive at Liscombe Road, and at Keele Street
Road Safety	New or enhanced pavement markings <sup>2</sup>	Rustic Road at Culford Road, and at Blue Spring Road
Road Safety	New or enhanced pavement markings <sup>2</sup>	Queens Drive at Venice Drive, at Arkwright Street, at Bluebell Gate
Road Safety	New or enhanced pavement markings <sup>2</sup>	Veerland Drive north of Maple Leaf Drive
Speed	In-road speed signs	Maple Leaf Drive, between Jane Street and Stella Street
Road Safety	Westbound and southbound left-turn restrictions <sup>3</sup>	Westerly driveway for 155 Falstaff Avenue (St. Fidelis Catholic School)

<b>Category</b>	<b>Proposed Change</b>	<b>Location</b>
Curbside	Parking restriction <sup>3</sup>	Cornelius Parkway, between points 30 metres on either side of the North Park trail entrance, east side
Curbside	Parking restriction <sup>3</sup>	Culford Road, between Falstaff Avenue and Rustic Road, east side
Curbside	Stopping restriction <sup>3</sup>	Del Ria Drive, between Gracefield Avenue and a point 110 metres south, west side
Curbside	Stopping and parking restrictions <sup>3</sup>	Falstaff Avenue, in the school bus loading zone located at the front entrance of 155 Falstaff Avenue (St. Fidelis Catholic School)
Curbside	Parking restriction <sup>3</sup>	Fleetwood Avenue, between Falstaff Avenue and Beckett Avenue, east side
Curbside	Stopping restriction <sup>3</sup>	Gracefield Avenue, between a point 30m west of Del Ria Drive and a point 30m east of Bryn Road, north side
Curbside	Parking restriction <sup>3</sup>	Grovedale Avenue, between Erie Street and a point 30 metres west of Erie Street, south side
Curbside	Parking restriction <sup>3</sup>	Mangrove Road, between points approximately 30 metres on either side of the Maple Leaf Park trail entrance, north/east side
<p>Notes:</p> <ol style="list-style-type: none"> <li>1. Refer to Table 2 for details about school crossing guard studies</li> <li>2. Refer to Table 3 for details about pavement markings</li> <li>3. Refer to Table 4 for details about curbside and left-turn driveway restrictions</li> </ol>		

## Summary of Options for Future Consideration

Table 6 summarizes potential changes that could be implemented on a case-by-case basis, subject to further consultation led by the local Councillor or separate study and design.

These potential changes are supported by the Maple Leaf and Rustic Neighbourhood Streets Plan. Implementation would be subject to further detailed design, programming and Council approval, and could occur within 6 months to 5 years of a City Council decision.

Table 6 Potential Changes as Options for Future Consideration

Category	Potential Change	Location
Volume	Options as identified by the Keele-Lawrence Intersection Study	Keele Street and Lawrence Avenue West
Road Safety	Options to be identified as part of future Culford Road Safety Improvement Project when road is reconstructed	Culford Road, between Lawrence Avenue West and Falstaff Avenue
Road Safety	New sidewalk, as part of planned roadwork	Del Ria Drive
Road Safety	Intersection safety improvement, as part of planned roadwork	Queens Drive and Arkwright Street
Speed	Traffic calming (speed humps or speed cushions on streets with TTC bus routes, indicated with a * symbol)	Burr Avenue, Cornelius Parkway, Culford Road*, Del Ria Drive, De Marco Boulevard, Duval Drive, Lawnside Drive, Liscombe Road, Maidstone Street, Maple Leaf Drive*, North Park Drive, Quinan Drive, Rustic Road, Stella Street, Treelawn Parkway. See Attachment 3 for details.

### Measures not Recommended

A number of measures identified by the community and staff during the study were studied but not recommended.

Measures studied but not recommended at this time include:

- One-way streets to manage motor vehicle traffic volume
- Turn restrictions from Jane Street to manage motor vehicle traffic volume
- Turn restrictions from private driveways with multiple accesses
- Advisory turn restrictions
- Changes to Maple Leaf Drive at Cornelius Parkway and Romeo Street
- School crossing guard at Lawrence Avenue West and Pimlico Road
- Stop signs specifically to manage motor vehicle speed
- Traffic signal at Culford Road and Rustic Road
- Traffic signal at Culford Road and Maple Leaf Drive
- Traffic signal at Keele Street and Falstaff Avenue
- Advance eastbound left-turn at existing signalized intersections of Keele Street

### *One-way streets*

Earlier proposals shared during Phase 2 included several one-way street conversions. Street were identified based on network-level and peak directional traffic patterns. Community feedback to one-way street conversions was very unsupportive. These proposals were removed from the plan.

### *Turn restrictions from Jane Street*

Restrictions at Falstaff Avenue, Maple Leaf Drive or Queens Drive are not recommended since they would significantly impact resident access. These intersections are among the few entry locations into the neighbourhood.

### *Turn restrictions at private driveways with multiple accesses*

The study investigated potential turn restrictions for southbound left turns from two driveways on Falstaff Avenue for 2090 Jane Street and 20 Falstaff Avenue, located beside each other on the north side of Falstaff Avenue approximately 60m east of Jane Street. Safety conflicts are present during the peak hour periods. There is a pedestrian desire line between the apartments on the north side of Falstaff Avenue and the bus stop on Jane Street, south of Falstaff Avenue. Further consideration of property impacts is necessary before access restrictions can be recommended.

### *Advisory turn restrictions*

All restrictions in the traffic by-law apply to all road users regardless of home address. Advisory restrictions intended for non-local traffic to use a detour are not currently used outside of construction zones. While yellow "warning" signs that display do not turn symbols exist along Keele Street, these signs are legacy signs. The City no longer installs these signs and will not replace existing ones when they wear out.

### *Maple Leaf Drive at Cornelius Parkway and Romeo Street*

The City has been collaborating with community members and the Councillor on redesign options for this location in a process separate from the Maple Leaf and Rustic Streets Plan since before the study began. A zebra crosswalk was installed on the east leg of the intersection in October 2023. No further changes are proposed at this time. An all-way stop control has been determined to be infeasible because drivers at each leg cannot clearly see all other legs.

### *School Crossing Guard at Lawrence Avenue West and Pimlico Road*

Crossing guard study completed at this location in September 2024 and it was not warranted for a school crossing guard.

### *All-way stop controls*

All requests for an all-way stop control were reviewed based on site visits and data analysis. The warrant criteria consider collision history, total vehicle volume, crossing vehicle volume, pedestrian volume, and volume split between the intersecting streets.

The following locations were found to not meet the warrant for an all-way stop control:

- Falstaff Avenue and Springview Avenue
- Gracefield Avenue and Bryn
- Maple Leaf Drive and Stella Avenue
- Maple Leaf Drive and Veerland Drive

- Maple Leaf Drive and McLeod Street
- Maple Leaf Drive and Jay Street
- Queens Drive and Arkwright Street
- Rustic Road and McLeod Street

### *Traffic Control Signals*

Traffic signal warrant criteria consider collision history, total vehicular volume, crossing vehicular volume, pedestrian volume, and overall delay at an intersection. None of these 3 locations assessed met the warrant for traffic control signals:

- Keele Street and Falstaff Avenue
- Culford Road and Rustic Road
- Culford Road and Maple Leaf Drive

### *Advance eastbound left-turn phases at Keele Street*

Pre-assessment criteria for advanced left-turns consider collision history, left-turn volume, conflicting movements and their volume, and overall delay at an intersection. None of these 3 locations assessed met the pre-assessment criteria for further evaluation for advanced left-turn signals:

- Keele Street and Rustic Road
- Keele Street and Maple Leaf Drive
- Jane Street and Maple Leaf Drive

## **Implementation**

Installation timelines for approved changes will be dependent on the complexity of delivery, availability of materials, funding and competing priorities. Implementation of some pavement marking locations is already underway in the neighbourhood. There will be a future staff report about findings and recommendations from the on-going Keele-Lawrence Intersection Study.

The Ward Councillor has been advised of the recommendations of this staff report.

## **CONTACT**

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Michelle Berquist  
Manager, Area Transportation Planning, Transportation Services

## **SIGNATURE**

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Mike Barnet  
Director, Enforcement & Street Management, Transportation Services

## **ATTACHMENTS**

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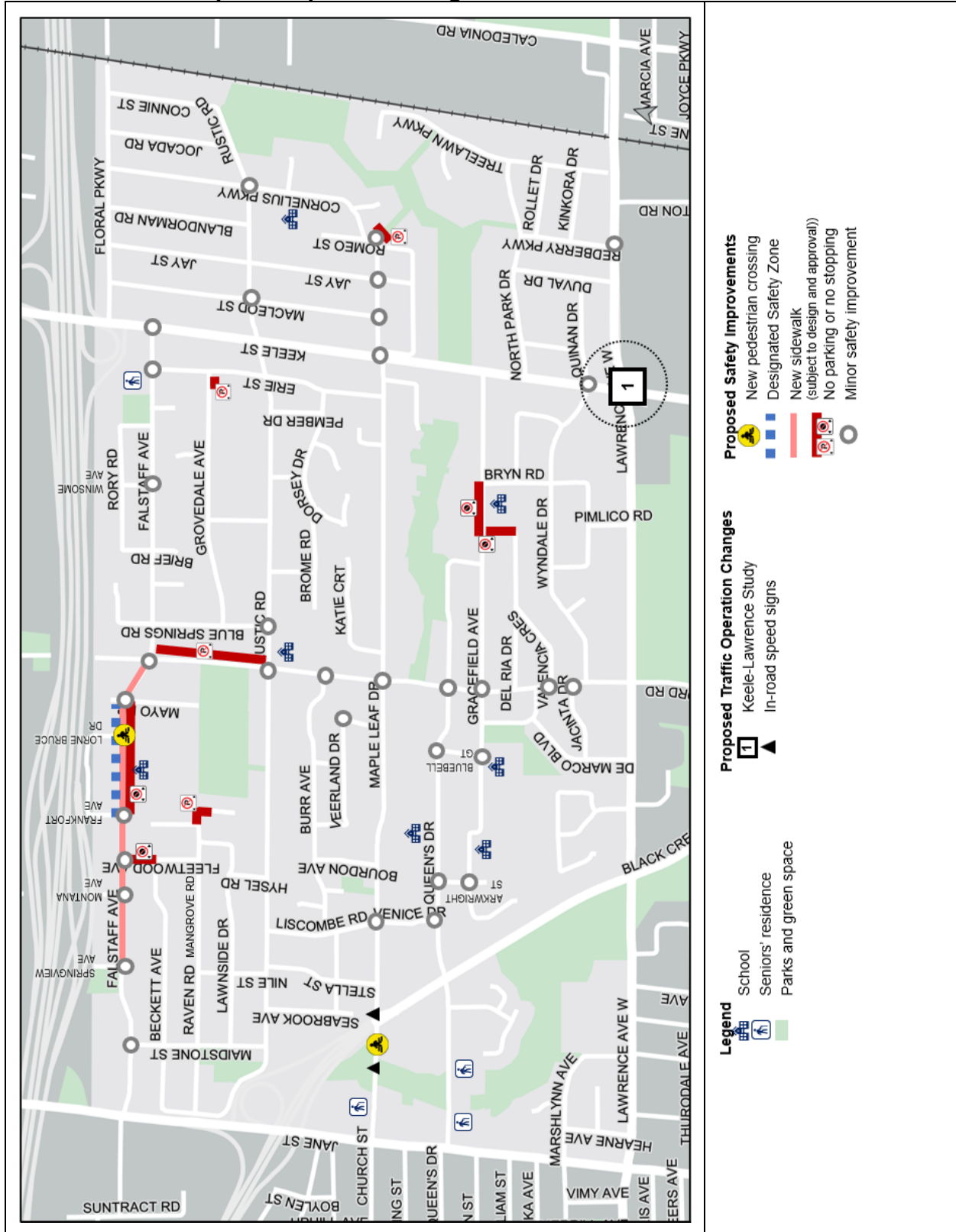
Attachment 1 - Killed and Serious Injury Collisions  
Attachment 2 - Map of Proposed Changes  
Attachment 3 - Streets eligible for Traffic Calming

## Attachment 1 - Killed and Seriously Injured Collisions

Location	Date	Collision Type	Result
Keele Street and 401 West Ramp	2025-01-09	Pedestrian	Fatality
1524 Lawrence Avenue West	2024-12-19	Vehicle	Serious Injury
Keele Street and 401 East Ramp	2024-06-16	Vehicle	Serious Injury
Keele Street and Gracefield Avenue	2024-05-24	Pedestrian	Serious Injury
Lawrence Avenue West and De Marco Boulevard	2024-05-12	Vehicle	Serious Injury
Culford Road and Rustic Road	2023-12-09	Pedestrian*	Serious Injury
Jane Street and Maple Leaf Drive	2023-11-03	Pedestrian*	Serious Injury
Lawrence Avenue West and Duval Drive	2023-10-11	Pedestrian	Serious Injury
Lawrence Avenue West and Culford Road	2023-09-30	Pedestrian*	Serious Injury
Queens Drive and Arkwright Street	2023-07-26	Cyclist	Serious Injury
Lawrence Avenue West and Keele Street	2022-07-17	Vehicle	Serious Injury
1535 Lawrence Avenue West	2021-04-02	Cyclist	Serious Injury
Lawrence Avenue West and Renfield Street	2020-06-08	Motorcycle	Serious Injury
Lawrence Avenue West and Keele Street	2020-03-30	Pedestrian	Serious Injury
Lawrence Avenue West and Keele Street	2019-11-13	Pedestrian	Fatality
Lawrence Avenue West and Black Creek Drive	2019-07-08	Vehicle	Serious Injury
Lawrence Avenue West and Keele Street	2019-07-03	Pedestrian	Serious Injury
Lawrence Avenue West and Black Creek Drive	2019-06-01	Vehicle	Serious Injury
Lawrence Avenue West and Pimlico Road	2018-08-03	Motorcycle	Serious Injury
Lawrence Avenue West and Benton Road	2018-07-14	Pedestrian*	Serious Injury
Lawrence Avenue West and Benton Road	2018-03-21	Vehicle	Serious Injury

<b>Location</b>	<b>Date</b>	<b>Collision Type</b>	<b>Result</b>
Jane Street and John Street	2018-02-11	Vehicle	Serious Injury
Jane Street and Lawrence Avenue West	2017-07-01	Pedestrian*	Fatality
Jane Street and Marshlynn Avenue	2016-10-14	Vehicle	Serious Injury
Jane Street and Maple Leaf Drive	2016-05-28	Vehicle	Serious Injury
Jane Street and Black Creek Drive	2016-05-19	Vehicle	Serious Injury
Lawrence Avenue West and Culford Road	2015-05-12	Vehicle	Serious Injury
Jane Street and Maple Leaf Drive	2015-11-06	Pedestrian*	Serious Injury
Jane Street and Lawrence Avenue West	2015-11-11	Vehicle	Serious Injury
Lawrence Avenue West and Keele Street	2015-01-23	Vehicle	Serious Injury
*Older adult aged 65 or older			

# Attachment 2 - Map of Proposed Changes



- Proposed Safety Improvements**
- New pedestrian crossing
  - Designated Safety Zone
  - New sidewalk (subject to design and approval)
  - No parking or no stopping
  - Minor safety improvement

- Proposed Traffic Operation Changes**
- Keele-Lawrence Study
  - In-road speed signs

- Legend**
- School
  - Seniors' residence
  - Parks and green space

### Attachment 3 - Streets eligible for Traffic Calming

Vehicle speed and volume studies were reviewed by staff and evaluated against the warrant criteria for Traffic Calming as adopted by City Council (item 2023.IE7.4). Data was collected from 2019 to 2025. Table 7 is summary of the results.

All streets listed satisfy the traffic calming warrant criteria for the 85th and 95th percentile speeds and meet the minimum 120-metre length requirement.

Table 7 Speed and Volume Study Results for Traffic Calming Warrants

Roadway	From	To	Daily Traffic Volume (vehicles per day)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)
				Measured (Warrant requirement)	Measured (Warrant requirement)
Burr Avenue	Liscombe Road	Culford Road	570	48 (38)	53 (45)
Cornelius Parkway	Romeo Street	Rustic Road	570	45 (38)	50 (45)
Culford Road	Falstaff Avenue	Maple Leaf Drive	3,710	45 (38*)	50 (45*)
Culford Road	Maple Leaf Drive	Lawrence Avenue West	3,710	49 (48)-	54 (55)
De Marco Boulevard	Lawrence Avenue West	Dante Road	800	44 (38)	49 (45)
Dorsey Drive	Brome Road	Erie Street	630	49 (38)	54 (45)
Duval Drive	Lawrence Avenue West	North Park Drive	1,030	48 (38)	53 (45)
Erie Street	Maple Leaf Drive	Falstaff Avenue	2,120	50 (38)	55 (45)
Falstaff Avenue	Jane Street	Culford Road	3,910	50 (48)	55 (55)
Grovedale Avenue	Blue Spring Road	Erie Street	880	47 (38)	52 (45)

Roadway	From	To	Daily Traffic Volume (vehicles per day)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)
				Measured (Warrant requirement)	Measured Warrant requirement
Lawnside Drive	Niles Street	Raven Road	250	45 (38)	50 (45)
Liscombe Road	Maple Leaf Drive	Rustic Road	1,050	49 (38)	56 (45)
Maidstone Street	Rustic Road	Falstaff Avenue	1,250	50 (38)	56 (45)
Maple Leaf Drive	Stella Street	Bourdon Avenue	7,040	44 (38*)	48 (45*)
Maple Leaf Drive	Bourdon Avenue	Culford Road	6,210	54 (48)	59 (55)
Maple Leaf Drive	Keele Street	Romeo Street	1,070	43 (38)	48 (45)
North Park Drive	Keele Street	Treelawn Parkway	3,250	49 (38)	55 (45)
Quinan Drive	Keele Street	Duval Drive	1,240	52 (38)	58 (45)
Rustic Road	Maidstone Street	Hysel Road	2,300	48 (38)	53 (45)
Rustic Road	Cornelius Parkway	Connie Street	1,190	52 (48)	57 (55)
Stella Street	Maple Leaf Drive	Rustic Road	980	45 (38)	50 (45)
Treelawn Parkway	North Park Drive	A point 300m north	350	48 (38)	53 (45)

\*Locations marked with an asterisk were evaluated as a designated community safety zone for the warrant speed requirement